FOR MORE SHIP LINES: CLAIBORNE-ANNAPOLIS FERRY COMPANY PLANS OTHER
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FOR MORE SHIP LINES

Claiborne-Annapolis Ferry Company Plans Other Enterprises.

ONE WILL RUN TO RICHMOND

Arrangements Also Being Made For Organization Of Service To West Coast Points.

The Claiborne and Annapolis Ferry Company, Inc., which has the contract for the ferry across the Bay is to make Baltimore its headquarters for still other enterprises.

Charles W. Harrison, in charge of the company's interests here, has opened a suite of offices on the seventh floor of the American Building, which are to be his headquarters. The sidewheel steamer Thomas Patten has been purchased in New York by his company and is undergoing extensive changes to meet the demands of the ferry traffic. As soon as ready the boat will be renamed Gov. Emerson C. Harrington, and will be christened by Mrs. Harrison before the steamer is ready to sail from New York and take up her route between Annapolis and Claiborne about May 1.

It is proposed to make the opening day a festal occasion for the people of the Eastern Shore and all who recognize the necessity for the enterprise. The Harrington will be fitted with every convenience, including lunchrooms, large dining room, and on evening excursions between Annapolis and Claiborne to accommodate Baltimore and Washington excursionists there will be motion pictures on the hurricane deck.

In addition to the ferry scheme, Mr. Harrison has arranged for the taking over of the speedy steamers Penn and Lord Baltimore, which ran for years as day boats between Baltimore and Philadelphia, both of which are now being fitted out in Philadelphia to run a day line between Washington and Norfolk, stopping at Colonial Beach, on the Potomac, extending their runs to Richmond, where already arrangements are being made to welcome the line. It will be known as the Washington-Southern Navigation Company. C. W. Harrison is president; Charles St. John, of Colonial Beach, vice-president and general manager, and Albert Boulton, vice-president of the Federal Line, of New York, treasurer.

Arrangements also are being made for the organization of the West Coast Navigation Company, with Baltimore as its main office, as soon as the charter is delivered. Mr. Harrison said that Walter Brooks, president of the Canton Company, has assured the company splendid terminal facilities here. Baltimore is regarded, he said, as a logical point for Pacific business north of the Panama Canal, as it is the closest for products east of the Mississippi Valley and the ships to bring back lumber. San Pedro, San Francisco and Seattle, Mr. Harrison explained, were the great points to deliver goods to and load back the lumber. He has been in the business, he said, and knows the opportunity offered to this port.

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